

### **Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

### **Listing of Claims**

1) (Currently amended) An internal combustion engine having at least one reciprocating component, a bore within which the at least one reciprocating component reciprocates, and a closure over one end of the bore associated with the at least one reciprocating component, said reciprocating component having at least one combustion face, said combustion face defining a combustion face area, said reciprocating component further reciprocating relative to the closure and having a position at which the combustion face is at a closest point to the closure, wherein a combustion volume within which an air/fuel mixture is combusted is defined at least in part by the combustion face of the reciprocating component, and a surface of the closure, wherein at least a portion of the surfaces which define the combustion volume are coated with a substantially homogenous metallic coating comprising between greater than 15% and about 80% nickel and between about 10% and about 37% chromium, such that when the combustion face is at the position at which the combustion face is at a closest point to the closure, the coating covers an area of the combustion surfaces at least as large as approximately 10% of the area of the combustion face, and further wherein said coating is exposed to combustion gases.

2) (Currently Amended) An internal combustion engine having at least one reciprocating component, a bore within which the at least one reciprocating component

reciprocates, and a closure over one end of the bore associated with the at least one reciprocating component, said reciprocating component having at least one combustion face, said combustion face defining a combustion face area, said reciprocating component further reciprocating relative to the closure and having a position at which the combustion face is at a closest point to the closure, wherein a combustion volume within which an air/fuel mixture is combusted is defined at least in part by the combustion face of the reciprocating component, and a surface of the closure, wherein at least a portion of the surfaces which define the combustion volume are coated with a substantially homogenous metallic coating comprising between about 10% and about 37% 40% chromium such that when the combustion face is at the position at which the combustion face is at a closest point to the closure, the coating covers an area of the combustion surfaces at least as large as approximately 10% of the area of the combustion face, and further wherein said coating is exposed to combustion gases.

3) (Previously withdrawn) A method for fabricating a reduced emissions diesel engine component, wherein said component forms a combustion surface for a diesel engine and wherein a portion of said component which forms a combustion surface has inadequate material to meet design geometry, comprising the steps of

coating at least the portion of said component which forms a combustion surface with a substantially homogenous coating having at least sufficient thickness to allow said surface to meet design geometry, wherein said coating comprises nickel, chromium, and iron; and machining a portion of the coating from the surface to restore desired tolerances.